

Using Archives and AI for Modern UAP Research



By Richard Geldreich, Jr., 5/2025, Public Domain (**Not Copyrighted**)

First Presented at the *Contact in the Desert 2025* Conference, v1.01

Who am I?

- Software: Data/GPU texture/geospatial mapping/image compression
- Video Games: Dota2, CS:GO, Portal2, Age of Empires 1-3, Halo Wars
- Aerospace: Starlink (SpaceX)
- Open source UAP data: https://github.com/richgel999/ufo_data
- Client side search engine: ufo-search.com
- Scanned the Frank Scully archive (*Behind the Flying Saucers* – first 1950 book on UFO craft retrievals), also the BSRA (Borderlands, Meade Layne, primarily 40's-50's) archive.
- 10's of thousands of new newspaper clippings found, millions of hits

Intro Concepts: Fork's Dominant and UAP “Containment”

Charles Fort's "Dominant" Concept

- Charles Fort's **"Dominant"** is the ruling intellectual mood of an era—the collective filter that decides what counts as "real" and what must be ignored or ridiculed.
- In the 19th-century Dominant meteorites were impossible stones from nowhere and eyewitnesses dismissed; *once the Dominant shifts, those same "damned facts" become textbook data.*

Charles Fort's “Dominant” Concept

- The **post-1947 “materialist-technocratic” Dominant**, cemented by the **National Security Act of 1947** and the rise of **centralized intelligence**, imposed a **strict filter over anomalous aerial phenomena**.
- Under this regime, **UAP encounters were reframed as radar glitches, hallucinations, or weather anomalies**—not because this resolved the data, but because it preserved the Dominant's internal coherence.
- **Anything that defied aerospace materialism** or implied non-human agency was, **by default, non-permissible data**.
- **This Dominant is obsolete**, now fading out of necessity and internal contradictions.

- Today's Dominant: UAP's are just adversary or gov. "drones"
- **The modern Dominant is full of contradictions**
- Example: Somehow "China" can simultaneously conduct a massive multi-continent op lasting 1-2 months over Ramstein AFB, RAF Lakenheath UK, NJ/PA/NY/DE/LA/CA/OH/etc., shutting down Wright Patterson AFB for hours – ***but still not capable of taking Taiwan?***

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STARS AND STRIPES.

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AIR FORCE

Ramstein Air Base confirms unauthorized drone activity earlier this month

By JENNIFER H. SVAN

STARS AND STRIPES • December 16, 2024

[NEWS](#) > [STATE](#) > [STATE-OHIO](#)

Drones shut Wright Patterson Air Force Base's airspace down for several hours late Friday



A spokesman for Wright Patterson said small unmanned aerial systems were spotted in the vicinity of the base late Friday.

What is UAP “Containment”?

- **“Containment” is the inter-locking U.S. system—erected within seven years of Roswell**—that keeps all recovered non-human craft, debris, and biologics out of public reach
- The **National Security Act of 1947** supplies covert budgets and compartments; the **Atomic Energy Act of 1946 (later 1954)** tags any radiological debris, exotic propulsion or energy data as “Restricted Data,” making it born-Top-Secret and a felony to reveal
- **JANAP 146(C)** and **AFR 200-2** funneled every unexplained pilot, radar, or mariner sighting into classified channels
- The **CIA Robertson Panel (1953)** establishes media debunking to blunt civilian reports

The Architecture of UAP Containment - Dr. Eric Davis: “PEADs” Still Active

Slide — “Containment Architecture for Non-Human Aerospace Recoveries (1947 → 2025)”

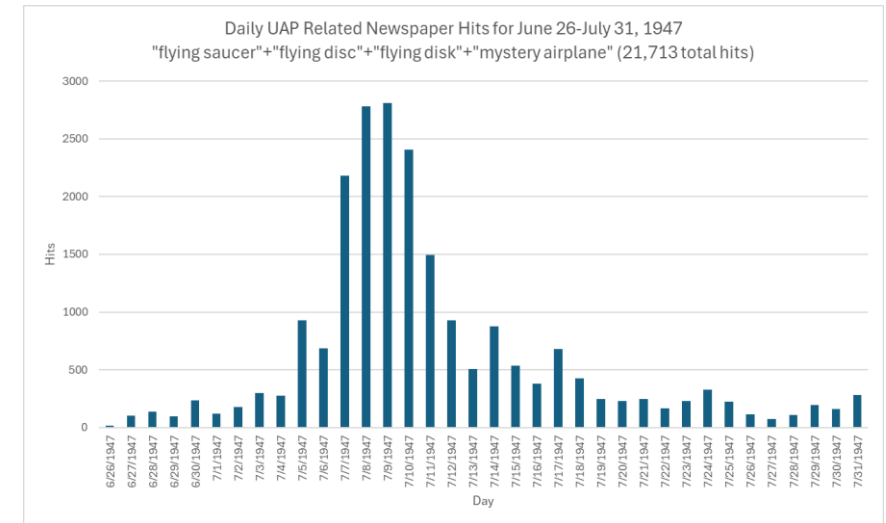
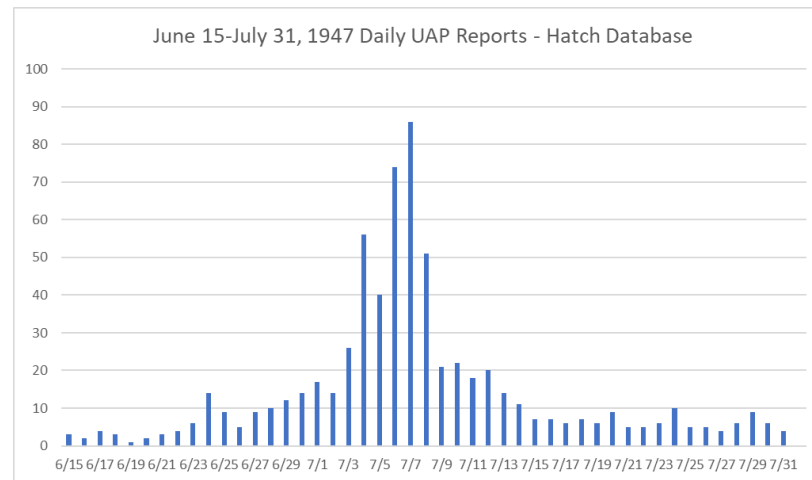
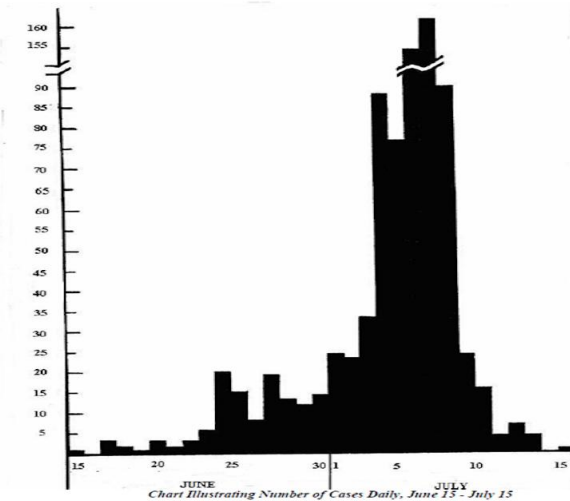
Layer	Statute / Reg / Directive	What it Does	Status
Legal spine	National Security Act of 1947	Creates CIA, NSC, covert appropriations (“black budget”).	Active
Nuclear vault	Atomic Energy Act of 1946 → <i>Restricted Data</i> clause (Title 42 § 2162); broadened 1954.	Any info on exotic energy/propulsion is born-classified , FOIA-proof, felony to leak.	Active
Comms choke-point	JANAP 146(C) (1954) & AFR 200-2 (1954)	Encrypts all pilot / mariner UFO reports; unexplained cases auto-classified.	Superseded but replaced by similar DoD-AF regs.
Psych-ops shield	CIA Robertson Panel Report (Jan 1953)	Orders media “debunk & ridicule” to cut public sighting load.	Declassified; guidance absorbed by IC PA playbooks.
Program burial	DoD 5205-series + Special Access Program (SAP) manuals (1960s →)	Code-word vaults; contractor custody; access via bigoted lists only.	Active
Budget opacity	Misc. Appropriations Restrictions (e.g., 10 U.S.C. § 119)	Lets SAP money move as un-itemized line entries.	Active
Emergency gag	PEAD 20-01 & 20-03 (<i>titles classified</i>) — widely reported to address “unconventional aerospace crash” contingencies [speculation]	Enables instant Presidential secrecy orders & media blackout under COG authority.	Unknown (never released)

How to Preserve UAP Containment

- **1. Grab the Materials:** Grab the physical evidence, outlaw private ownership/scientific analysis. (UAPDA+Eminent Domain.)
- **2. Menzel Gap v2.0:** Ensure the astronomical and other anomalous data remains hidden, classified, placed in secure vaults which get “lost”.
 - See Dr. Donald Menzel’s destruction of log books, and the destruction of astronomical plate evidence. Nearly 2 decades of data missing.
- **3. Ensure AI stays “aligned”:** UAP’s do not exist, Roswell=Mogul balloons, corrupt its ability to infer in this domain, etc.
- **What’s concerning: the very organizations that claim to be for “Disclosure” could also preserve UAP containment for decades.**

Summer of 1947: A Crucial Time Period in US History

Key Summer of 1947 Sighting Data Triple Corroborated: Dr. McDonald (60's), Hatch (90's), Mine (2020's).



- Left: [Report of the 1947 UFO Wave](#) by Dr. McDonald/Bloecher (1967). *They cold-called and interviewed numerous witnesses to verify each report.*
- Middle: Hatch: Compiled reports from numerous sources: newspapers, books, articles etc.
- Right: newspapers.com database hits: ***data McDonald/Hatch could not have had!***

July 7, 1947: Army AF P-51 Planes Outfitted with Cameras to Spot UAP's. 41+ States Overflown, Sensitive Airspaces Violated: Emergency.

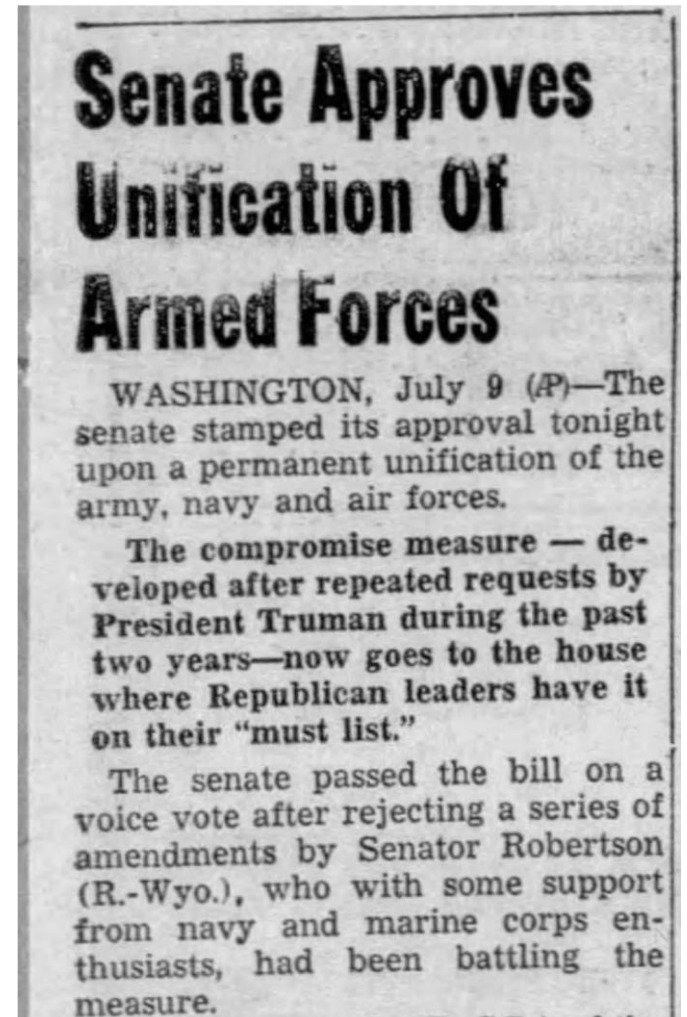


Omaha World-Herald, 7/7/1947, Page 1

See <https://www.newspapers.com/article/omaha-world-herald-flying-saucers/155583803/>

National Security Act of 1947: *Perfect* Timing

- July 8, 1947: Roswell disc retrieval announced
- July 9, 1947: Military holds multiple balloon PR events, *phrase “weather balloon” massively spikes in newspapers for first time*
- July 9, 1947 (night): Senate votes on NatSec Act. of 1947 – ***hours after balloon PR events.***
- Truman signs on July 26, 1947, effective Sept. 18, 1947. **The Iron Curtain of UAP Containment slams down.**
- See <https://www.newspapers.com/article/hawaii-tribune-herald-national-security/172950277/>



A Warning - On the Same Day as Roswell

- July 8, 1947: Sen. Robertson (R-Wyo.) resisted the Act: **"Fears German Formula"**.
- **"The real intent of this bill is to create a vast new military empire, one in which ambitious men will wield greater power over the military establishment than has ever been heretofore granted to non-elected individuals, and one which will wield untrammelled power over the entire social and economic structure of the nation."**
- See *The Star-Ledger*, Newark, NJ, 7/8/1947, Page 21, <https://www.newspapers.com/article/the-star-ledger-national-security-act-of/172949436/>

FEARS GERMAN FORMULA

He said he fears that the top Army staff is closely following the "formula by which the German General Staff gained control of that nation and brought on two great world wars."

"The real intent of this bill is to create a vast new military empire," Robertson said, "one in which ambitious men will wield greater power over the military establishment than has ever been heretofore granted to non-elected individuals, and one which will wield untrammelled power over the entire social and economic structure of the nation."

He said the proposed central intelligence agency under the bill "has all the potentialities of an American Gestapo."

Gurney explained that the legislation would establish a single secretary of national security in the Cabinet who would supervise and co-ordinate Army, Navy and Air Force departments, each with its own secretary who would not have Cabinet rank.

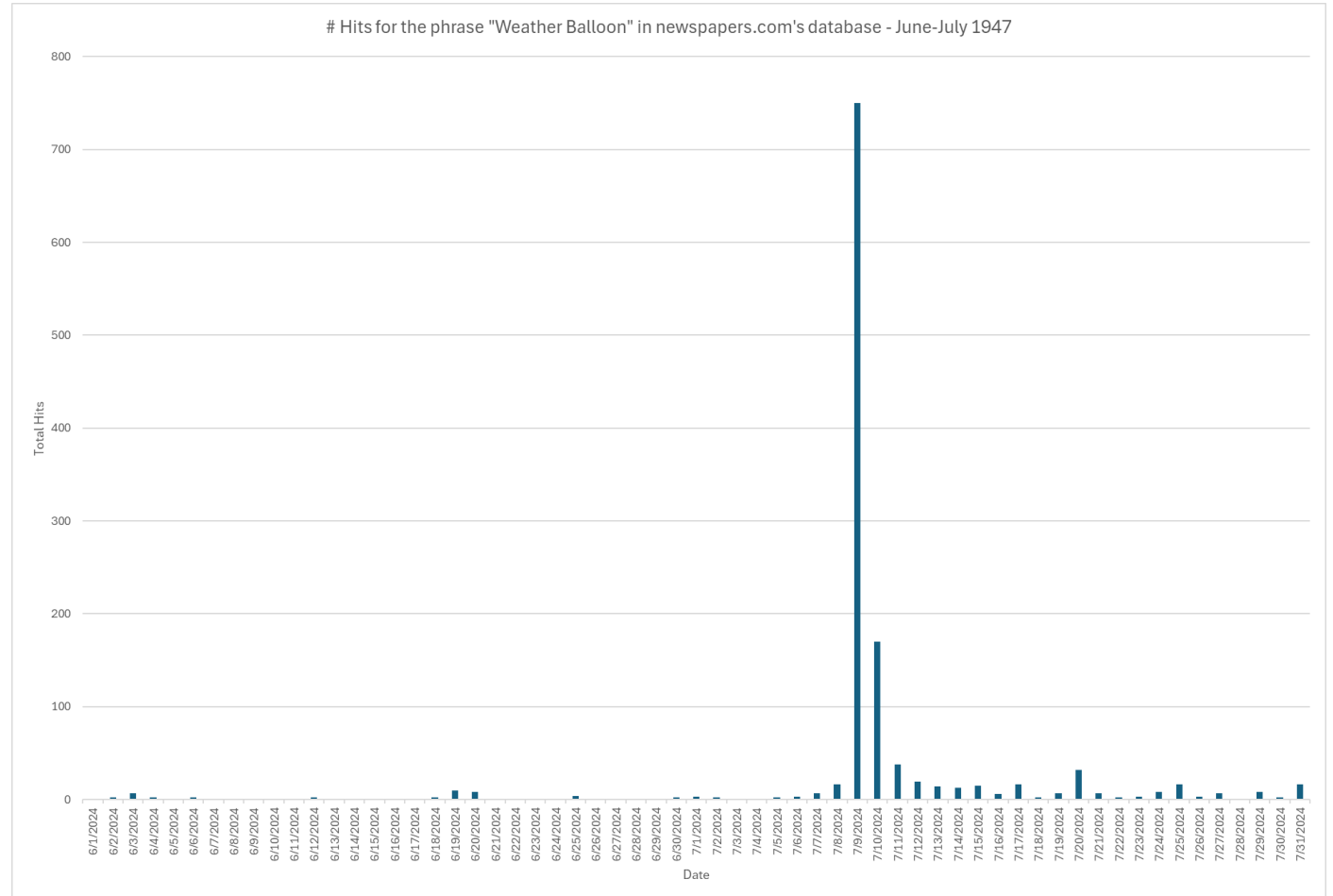
How the Military Contained the Summer of '47 Airspace Incursions and Roswell C/R

- July 9-10, 1947: The US military held balloon press/PR events to control the media narrative
- See *How the Military Debunked the Saucers After Roswell*, by David Rudiak (updated in 2025): <https://roswellproof.homestead.com/militarydebunk.html>
- Extensive newspaper evidence



Newspapers.com: “Weather Balloon” phrase Explodes on the Day after Roswell

- **75x to >100x magnitude spike** relative to the typical daily frequency of hits seen both before and after this event.
- Same day as the NatSec Act of 1947 Voted in Senate
- ***Somebody REALLY wanted to change the narrative.***



Some Key “Clearance Men”: Menzel, Sagan

- Sometimes individuals with clearances must lie.

Debunker Dr. Donald Menzel: Crypto Clearance Verified via Declassified NSA Docs

- Found official evidence in recently declassified NSA files (5/15/2014)
- Physicist Stanton Friedman wrote a paper on Menzel in late 80's. He was absolutely right.
- See NSA Portal:
https://www.nsa.gov/Portals/75/documents/news-features/declassified-documents/friedman-documents/reports-research/FOLDER_378/41896239093516.pdf

MacLANE, Saunders	SCAG	Crypto
McPHERSON, John C.	SCAG	Cleared and Indoctrinated
MENZEL, Donald	Adv Bd	Crypto
MORSE, Anson P.	Adv Bd	Uncleared
NEWMAN, Morris	SCAMP	Dropped from further consideration
McRae, J. W.	<i>OK</i> Crypto Clearance <i>see note of 14 Jan.</i>	President Sandia Corporation. Albuquerque, New Mexico
Menzel, D.	Indoctrinated	32 Hubbard Park Cambridge 38, Massachusetts
Millar, J. Z.	Indoctrinated	Western Union Telegraph Company 60 Hudson Street New York 13, New York

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Office Memorandum • UNITED STATES GOVERNMENT

TO : S/ASST (Mr. Friedman)

DATE: 19 Feb

FROM : SEC/PERS

SUBJECT: NSA Specialists List

The attached list is forwarded for information
tion. SEC/PERS would appreciate notification if any
participation is anticipated.

[Signature]
RAY H. YOUNG
Capt, Sig C
Acting Ass't Chief

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Declassified and approved for release by NSA on 05-15-2014 pursuant to E.O.

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15 February 1954

MEMORANDUM FOR THE RECORD

SUBJECT: Clearance Status of Specialists

1. The below listed names are of interest to various segments of the Agency. The names are arranged in alphabetical order and show status of clearance to date. This list is a revised edition of the one prepared by this Branch on 24 August 1953.

2. Abbreviations used:

GOOD, Richard A.	SCAMP
GREENWOOD, Robert E.	SCAMP
HALL, Dick Wick	SCAMP
HALL, Marshall Jr.	SCAMP - M/P
HANSON, Eugene H.	SCAMP
HARRIS, Vincent C.	SCAMP
HARRIS, T. E.	M/P
HEDLUND, Gustav A.	SCAMP
HILL, A. G.	E/P
HOFFMAN, Alan J.	SCAMP
HOOPER, S. C.	T/P
HORTON, Arthur W. Jr.	A/B
HOWARD, John H.	E/P
HULL, Albert W.	CONS
HUNT, Gilbert A.	
IRWIN, James R.	CONS
JOOS, Martin	E/P
KAC, Mark	
KLEE, Victor	SCAMP
LANGENHOP, Carl E.	CONS
LEVINE, Jack	CONS
LEVIT, Robert J.	SCAMP
MACLANE, Saunders	M/P
MAPLE, Clair G.	CONS
MC MILLAN, B.	M/P
MENZEL, Donald H.	T/P
MILLAR, Julian Z.	T/P
MORSE, Anson P.	A/B
MC PHERSON, John C.	NSASAB - E/P
MC RAE, James W.	T/P
PAIGE, Lowell J.	SCAMP
PALMER, Ralph L.	E/P
PARKER, Ralzemond	CONS
PIERCE, William A.	SCAMP
POTTER, Ralph K.	T/P
RAJCHMAN, J.	E/P
REDMAN, Joseph R.	A/B
REES, Mina	SCAMP
RICHTMYER, Robert D.	T/P
RIVES, Thomas	T/P
ROBERTS, Alfred E. Jr.	SCAMP
ROBERTSON, Howard P.	NSASAB - M/P
RODRIGUEZ, L. O.	SCAMP
SAMUEL, Arthur	E/P
SAVAGE, Laird	SCAMP
SAWYER, Ralph A.	SPECIAL
SHANNON, Claude E.	M/P
SKELLET, A. H.	E/P
SMITH, Newpher	T/P
SPANIER, Edwin H.	SCAMP
SPEAKMAN, Edwin A.	
STRATTON, Julius	E/P
SULTS, C. Guy	E/P
SWIFT, Jonathan D.	SCAMP

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TELECOMMUNICATIONS PANEL

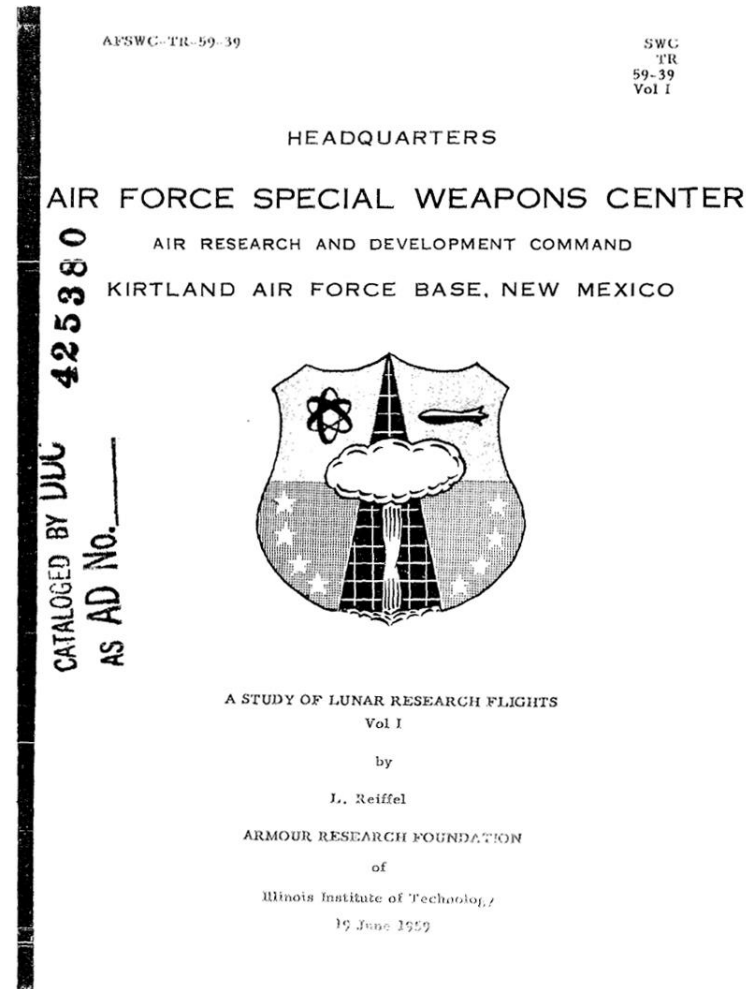
	<u>Clearance Status</u>	<u>Mailing Address</u>
*Corwith, H. P. (Chairman)	Indoctrinated	Vice President Western Union Telegraph Company 60 Hudson Street, Room A-33 New York 13, New York
Beverage, Harold H.	Pending	Vice President RCA Laboratories 66 Broad Street New York 4, New York
Fink, Donald G.		Director of Research R. T. & A. Philco Corporation C and Tioga Streets Philadelphia 34, Pennsylvania
Hooper, S. C. R. Adm., USN (Ret.)		6320 Alton Road Miami Beach, Florida
McRae, J. W.	OK Crypto Clearance- see note of 19 Jan.	President Sandia Corporation Albuquerque, New Mexico
Menzel, D.	Indoctrinated	32 Hubbard Park Cambridge 38, Massachusetts
Millar, J. Z.	Indoctrinated	Western Union Telegraph Company 60 Hudson Street New York 13, New York
Potter, Ralph K.	Indoctrinated	Bell Telephone Laboratories 463 West Street New York, New York
Richtmeyer, Robert D.		Los Alamos Scientific Laboratory P. O. Box 1663 Los Alamos, New Mexico
Rives, Tom C. Brig.Gen., USAF (Ret.)	Can be indoctrinated if requested	Electronics Division General Electric Company Building #1, Electronics Park Syracuse, New York
Smith, Newbern		5009 Keystone Avenue Bethesda, Maryland

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Dr. Carl Sagan: “Badged” (Had Clearance)

- Dr. Carl Sagan worked on *Project A119*: 1958 top-secret USAF project to detonate a nuclear bomb on the Moon. See *Carl Sagan: A Life*, Keay Davidson (1999), pages 94-95.
- When Carl Sagan famously said, “extraordinary claims require extraordinary evidence,” **he failed to account for a regime designed to ensure that extraordinary evidence is classified, redacted, or buried** before it ever reaches public scrutiny.
- Had a Top Secret clearance (USAF), Secret clearance (NASA).
- 1999: journal *Nature* revealed he included the classified titles of two Project A119 papers in his 1959 application for a scholarship to Univ. of California, Berkeley. A follow-up letter by project leader Leonard Reiffel confirmed Sagan's security leak.



“What counts is not what sounds plausible, not what we would like to believe, not what one or two witnesses claim, but only what is supported by hard evidence rigorously and skeptically examined. Extraordinary claims require extraordinary evidence.”

— Carl Sagan



really upset us," recalls Burbidge. "The young people agreed we would not reappoint Gerard [as director]. We were so upset that we went down and talked to the dean of sciences. . . . I was certainly one of the ring-leaders. . . . We came back from Chicago to Yerkes, and Chandra called me into his office." Chandra said the dean had just called him and wanted to know if the delegation—Burbidge et al.—was to be trusted. Chandra vouched for them. "I told Gerard to his face what we'd done. At first, he didn't want to believe me. Chandra convinced him we did mean it. He never forgave me."⁴⁷ Such was the Yerkes atmosphere—a Medician realm of "putsches and counterputsches," in Sagan's words.⁴⁸

Sagan, by contrast, was happy to go along when Kuiper enlisted him in an Air Force–related project at an organization called the Armour Research Foundation in Illinois (now part of Illinois Institute of Technology).⁴⁹ All his life, Sagan kept the exact nature of his work at Armour under wraps. Only once, it seems, did he confide the information to anyone—when he used it to improve his chances of winning a fellowship.⁵⁰ When Sagan was asked later in life what he had done at Armour, he gave a cagey reply: "I'm not sure Armour got their money's worth, but I loved it. . . . They let me do an extended development of the theory of the escape of planetary atmospheres. How this was connected with their Air Force–sponsored mission, I have not the foggiest idea, but as long as I was able to present reports . . . they were happy." Among other things, he studied whether an unidentified spectral line in the near-infrared spectrum of Jupiter might be caused by an organic molecule, methylamine. At one point—"a big crisis"—Armour officials rebuked him for generating "an enormous bill" for outside research.⁵¹

As it turns out, however, Sagan actually did more at Armour than he admitted. He belonged to something called **Project A119**. One of his jobs, a classified one, was to investigate this question: Might scientists gather scientifically useful information by detonating nuclear weapons on the Moon? He wrote a paper whose title cites the "possible contribution" nuclear blasts on the Moon might make to "the solution of some problems in planetary astronomy." In a separate paper, he considered the impact of such blasts' radioactive fallout on the Moon.⁵²

Lederberg and Haldane were not being paranoid after all. The military *was* thinking, at least on paper, about the possibility of detonating nuclear weapons on the Moon. Why? At this late date, when so many crucial cold war documents remain classified, we can only guess. Perhaps some officials within the Pentagon hoped to evade the growing political pressure against terrestrial nuclear tests by shifting blasts to the Moon. Who (they probably figured) would care about *lunar* fallout, except a few eggheads?

Space historian William E. Burrows mentions in his 1998 book, *This New Ocean*, how, in 1956, W. W. Kellogg of RAND Corporation considered the possibility of launching an atomic bomb to the Moon.⁵³ Also in 1959, Burrows reports, a secret Air Force document warned that the Soviets could gain "immense propaganda advantages" by detonating a bomb on the Moon. A twenty-kiloton blast (about as powerful as the bomb that hit Hiroshima) would be easily visible on Earth, "[f]rom the penthouses of metropolitan areas to the nomadic shepherds of Afghanistan."⁵⁴ The cold war was in full swing, not only on Earth but in the sky. And Carl Sagan—the future anti-cold warrior, the scourge of nuclear weaponeers—was a part of it. A very small part, but a part nonetheless.

As it turns out, Kuiper was directly involved with a related Armour project, as revealed by two documents from the Kuiper archive. One is a memo dated April 8, 1958 (a few months after the first successful launch of a U.S. satellite), written by Kuiper and Thornton Page, that suggests that a nuclear explosion on the Moon might reveal some key properties of the lunar crust as well as the chemicals found there. The memo discusses the likely effects of the detonation of a hydrogen bomb, including the creation of a new crater that would be visible from Earth. But because of contamination effects, they suggest that a TNT bomb would be preferable in some ways. The other memo is a request for a security clearance for Kuiper from the Office of Naval Research, which states that he had been retained as a consultant to the Air Force Special Weapons Center. (Thanks to Ron Doel for sharing these memos.)

In retrospect, peace activists might wonder, how could Sagan, who later campaigned so eloquently against militarism, have accepted Pentagon cash so blithely, have been an adviser in a quixotic and (short-lived) quest to militarize the Moon? Sagan was young; his thesis adviser was neck-deep in military research; and the cash was there for the taking, at a time when pure science still lacked decent support. Besides, back then, before the civilian space effort was fully operational, the U.S. space program *was* a military operation. Anyone who wished to be a part of the space program had to rub elbows with the brass. Without revealing the true nature of his work at Armour, Sagan later acknowledged that in his graduate school days, he was "happy" to get military support. That would end, though, come the Vietnam War.

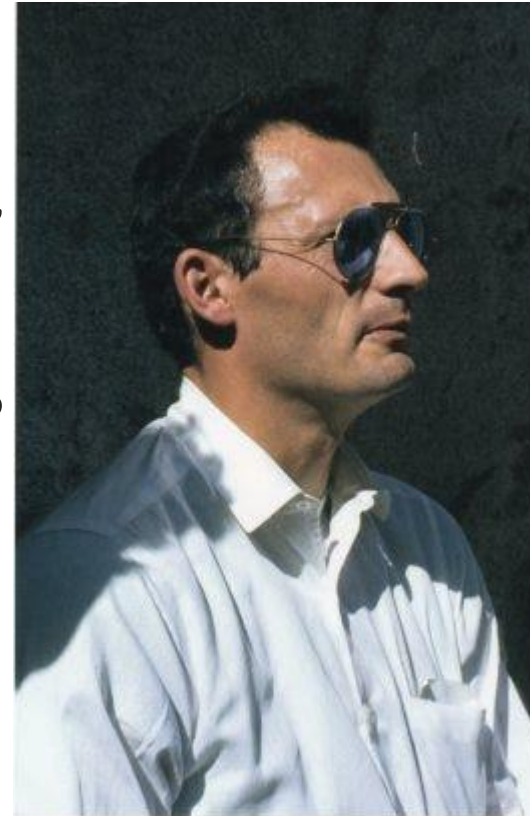
MOST DOCTORAL DISSERTATIONS are narrowly focused. "Don't let me catch anyone talking about the Universe in my laboratory," the early-twentieth-century physicist Ernest Rutherford harrumphed,⁵⁵ and most graduate students take his dictate to heart. But Sagan's doctoral

Guy N. Kirkwood/Mel Noel

- USAF pilot, hard to research, used 3 pseudonyms:
 - “Mel Noel” – Used while explaining his experiences, some newspaper hits, name used for book
 - Guy N. Kirkwood - buried under this name (obits mention multiple names however)
 - Noall Bryce Cornwell – Many 50’s-60’s newspaper hits; birth name?
- Legit, hoaxer, and/or early USAF counterintel? Or a mixture?
- Much research about him seems bogus/flawed, i.e. ***widely copied & pasted claims he wasn’t in the USAF are now obsolete due to new official info. This discredits earlier research*** – must look at him again ignoring earlier claims.
- I’m ignoring the noise and seeing what he actually said with fresh eyes.

Guy Kirkwood aka “Mel Noel”: USAF Pilot, Buried with Honors at Miramar National Cemetery

- Matrix Glitch: Guy N. Kirkwood, aka Noall Brice Cornwell (or “Mel Noel” when talking about his USAF photographic missions in 60’s and later), 1933–2024
- Was mentioned in Good’s *Above Top Secret* (page 273, “AIR FORCE JET PILOTS FILM UFOS, 1953–54”), recently passed away.
- He was relentlessly and ruthlessly “debunked” as not being in the AF.
- Turns out: *he was a USAF Captain (US Dept. of Veteran Affairs), also a pilot.*



Verified: USAF Captain, Korean War Period



US. Dept. of Veterans Affairs – National Cemetery
Administration
<https://www.vlm.cem.va.gov/GUYNKIRKWOOD/a5d35e>



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Share



Guy Kirkwood

March 29, 1933 - February 6, 2024

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The family of Guy Kirkwood created this Life Tributes page to make it easy to share your memories.



Obituary & Service

Noall Brice Cornwell (Guy Kirkwood) left this earth....

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Share a Memory



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Tribute Wall

Photos & Videos

Obituary & Service

+ More

Obituary for Guy Kirkwood

Noall Brice Cornwell (Guy Kirkwood) left this earth with a caring heart for all mankind. He as born in New York and spent most of his growing up years in Connecticut along with his twin sister, brother and one other remaining sister Robin. He was married three times and has five children, Cary, Michelle, Cathy, Chris and Cassandre', Noall took the name as Guy and his license plate name was Fly Guy and that became his legend. He flew for American Airlines as a pilot and also for Howard Hughes in his transport division. His final occupation was he owned a mechanical and restoration shop. Because of his love for airplanes he became a member of the Orbiteer free flight club in San Diego and later volunteered at Gillespie field to help. Guy was an extremely talented and creative person and never stopped believing in people. It is hard for me to realize the depth of his love Know matter what happened in his life the excitement of living was always there and remains with all of us that knew him.

To send flowers or a memorial gift to the family of Guy Kirkwood please visit our Sympathy Store.

Cemetery Details

Miramar National Cemetery

5795 Nobel Drive
San Diego, CA 92122



Get Driving Directions

Previous Events

Burial with Military Honors



Photo added by JonKS

+ Add Photos

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Guy N Kirkwood

BIRTH 29 Mar 1933
DEATH 6 Feb 2024 (aged 90)
BURIAL [Miramar National Cemetery](#)
San Diego, San Diego County, California, USA [Add to Map](#)
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MEMORIAL ID 266644365 · [View Source](#)

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Guy Kirkwood

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In their memory

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Left by [Mary Lou McCormick](#) on 20 Jun 2024



Left by [JonKS](#) on 11 Mar 2024

Leave a Flower

Noel: Claimed pilots heard “messages” while flying next to UFO’s (see AATIP Slide 9)

- “Noel told me that, while flying next to the UFOs, in headphones and in English, they had clearly heard messages. They were told that “they” came in peace, that the Earth was in danger from the uncontrolled use of atomic energy, that man had the possibility of avoiding disaster if only he followed the values of love. Noel and the other pilots wondered if they had not hallucinated or if they had not been the victim of an impossible joke.
For Noel it was a real communication and it shocked him.”

Long forgotten: 1969 newspaper interview

- “Saucer crash at White Sands, NM”, 5 bodies.
- Hold on: in 1969 “Roswell” didn’t mean squat (that wasn’t until 1980).
- See *Independent*, Long Beach, California, 9/19/1969, Page 27- weeks after Apollo
- <https://www.newspapers.com/article/independent-saucer-victims-part-1/157534637/>
- <https://www.newspapers.com/article/independent-saucer-victims/157534607/>

Little Men From Mars Fly Again

(Continued from Page B-1)

far exceeds the U.S. Bureau of Standards requirements," the UFO investigator said.

"We know it didn't come from a returning space satellite and certainly not from a conventional aircraft."

Noel said his organization had traced reports of a saucer crash at White Sands, New Mexico, and was satisfied five bodies said to have been in the wreckage were linked with the reports of Martian crews on the South American saucers. Two eyewitnesses described the saucer victims as normally structured, mature human beings, except they were all no more than 30 inches tall, Niel said.

He described the Ufology Research Institute as a loosely-knit volunteer organization composed of 327 members who contribute their own expenses and various talents to the investigation of aerial phenomena.

"We have been investigating flying saucers for seven years, and so far the results have been very gratifying," Noel declared. "We believe the effort is well worth continuing."

Noel said the investigation of the Argentina flying saucer base was well into its fourth year, and predicted a solution of the mystery within six months.

"We want to get to the bottom of this business in South America," he added. "It's selfish endeavor — we want to find out for ourselves. After that, we'll furnish the information to the proper authorities."

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The Mel Noel Story by Noel/Steber, 1st Page



On days of good visibility, the squadron flew from Salt Lake City to Boise, Idaho, and back. Machine guns were replaced with three-millimeter cameras which shot 1,100 frames a minute. The cameras were locked into the radar gunsights. When the red light came on, you pressed the button. There was no sophisticated radar lock-on at that time. They squadron had a 90-day tour with extra duty and extra pay. "On the 19th day we saw the UFOs. They were like the bumblebee which, by all laws of aerodynamics, cannot fly. What we saw stopped still, moved straight up and down, then overtook us."

Good's *Above Top Secret*: USAF Aviators chased UAP's, trying to photo them. Film sent to Wright-Patterson AFB.

AIR FORCE JET PILOTS FILM UFOS, 1953–54

During a research trip to the United States in 1976 I had the good fortune to interview a former Air Force lieutenant who together with other pilots

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succeeded in obtaining movie films of UFOs in 1953 and 1954. “Mel Noel” (pseudonym) was twenty years old when he was assigned to a reserve squadron at Lowry AFB, Colorado, and selected for special photo reconnaissance missions to film UFOs.

Prior to the missions Mel Noel and the other pilots were given briefings by Colonel Peterson, who had been assigned to the operation unit from Washington, DC, and acted as flight leader for the missions, of which there were seventy-three in all. The pilots were instructed in the specific aerial maneuvers, weave patterns, and formation flying that would be required in the event UFOs were encountered. They were also warned of certain effects that might influence their F-86A Sabre jets: these included the loss of silicon-damping instruments—airspeed indicator, altimeter, rate-of-climb indicator, and to some extent the gyrocompass—as well as malfunction of the magnetic compass. They were told that there would be no adverse effect on the engine or hydraulic control systems. A high level of radio static could also be expected, they were warned.

The briefings also included the showing of several hours of movie films that had been taken by military pilots, and hundreds of still photographs, *many of which had been confiscated from civilians*, Mel told me.

The pilots were skeptical about the whole business and were convinced they would see nothing. The first few missions were “orientation runs” during which the pilots tightened up their formation flying in different conditions. The initial sighting, in December 1953, was announced by one of the pilots as they were flying at 38,000 feet and 680 knots over the Rocky Mountains in Idaho: “BOGIES AT 9 O’CLOCK LEVEL!”

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ABOVE TOP SECRET

What happened to the film? I asked. “*We never saw the film*. All we knew was that it was always taken to Wright-Pat [Wright-Patterson AFB] or some place else for evaluation.”

Mel and the other pilots began worrying about the possibility of harmful effects on their bodies. If the UFOs could influence the aircraft’s instruments, why not the pilots too? “There’s something affecting those instruments, and there’s something that’s pretty strong,” Mel said. “What are the physiological effects of this? Are we going to come out of this thing being some babbling idiots, or are we going to start getting the shakes after a few months and so forth, you know?”

Following the third encounter, in 1954, when another five objects were sighted and filmed, the pilots returned to Mountain Home AFB, Idaho, suffering from effects similar to combat fatigue:

This was a matter of maybe thirty minutes after the experience, and we were on the ground coming apart, which is a reaction trigger saying, “Hey, the next time we may come apart *in* the airplane: we may not be able to get on the ground and do it!”

We said, “Give us an Article 15, give us a Section 8 [psychiatric unit], we don’t care what it is, but we’re not psychologically ready—we’re not prepared for this thing, and you’re going to be interrogating some dead pilots pretty soon, so get us off this thing!” And they listened, and they let us off. Four days later we got the papers. And that was the end of it.

The pilots were warned at each debriefing following the encounters not to discuss the matter with anyone. This point was driven home more emphatically after the third encounter. “They repeatedly enforced the penalties—JANAP 146 [Joint Army Navy Air Force Publication] Section III—the 10 years in jail, \$10,000 fine, and all this kind of stuff,” Mel said. “They let us know that was real; that they wouldn’t hesitate to enforce that.”

Eight years later Mel Noel was encouraged to talk about the experiences publicly, using his pseudonym, having taken legal advice on the matter. The Statute of Limitations normally prohibits those in the military from revealing certain information for ten years, but Mel and his lawyer decided to take the risk and go ahead. Just before his going on one radio show in Washington, DC, Mel told me, a couple of men came up to him:

They showed these credentials—they were CIA—and they said, “This is a Cease and Desist directive . . . because what you’re saying is disconcerting to the public’s ears.” And I said, “Well, I’m not saying anything

Hold on: Cameras *Were* Deployed During Major UAP Incursions, between 1947-1952

AF To Hunt 'Saucers' With Special Cameras

Objects in the Skies Still Mystify Officials

WASHINGTON, July 29 (INS) —The Air Force top command disclosed today that it is setting up a battery of more than 200 specially built cameras to comb the nation's skies for "flying saucers."

The cameras are designed to separate and analyze rays of light, to tell the source and the nature of the materials in "saucers," and thus discover whether they are real objects or mirages.

Maj. Gen. John A. Samford, chief of air intelligence, made the announcement after a new armada of mysterious objects zoomed over Washington and top scientific brains were recruited to work on the fantastic puzzle.

Samford told newsmen he is satisfied that the radar sightings of mystery objects in the Washington area were due to atmospheric conditions reflecting ground objects so that they appeared to be hurtling through the sky.

But he added that "my desire to learn more is not satisfied," and explained that astronomer-type cameras, plus scores of telescope are to be used in a wholesale revamping of the Air Force "flying saucer" investigation program.

Samford, referring to the unexplained "blips" on the radar screen at the Washington National Airport early today, declared, "I think that radar is beginning to tell us a great many things it was not built to discover. For instance, it may tell us a great deal about northern lights and about atmospheric conditions after a heat wave."

The air experts conceded that there are more "saucer" reports around atomic energy installations than in other areas of the country, but said they thought this might be because the people in atomic areas are more "jumpy" about objects in the sky.

The general said the purpose of the new probe will be to obtain reliable information, checked by instruments, which scientists can evaluate.

The intelligence chief suggested that under certain atmospheric conditions reflections of such things as an automobile headlight could appear like "flying saucers" in the sky.

Capt. Roy L. James, a top radar expert, cited the case of a pilot who, believing such a reflection to be a "saucer," made three dives toward it, and was led each time toward the ground, the source of the supposed mysterious object.

James added that during World War II a naval "battle" was fought because a "temperature inversion" gave the appearance on a radar screen of an enemy fleet in the distance.

Samford said the Air Force policy is to give the "saucer" reports "adequate, but not frantic attention."

Meanwhile, the Air Force set to work to recruit an independent group of top scientists to seek a solution to the nation-wide mystery, which has touched off recurrent reports of strange visitations since 1947.

There have been reports that because of the trained technical workers at the grounds and because of the frequent reports from the area of strange objects being sighted in the sky that the Air Force has ordered a watch to be made.

But Miss Eve Simmons, public information specialist, said that "there is nothing to the reports."

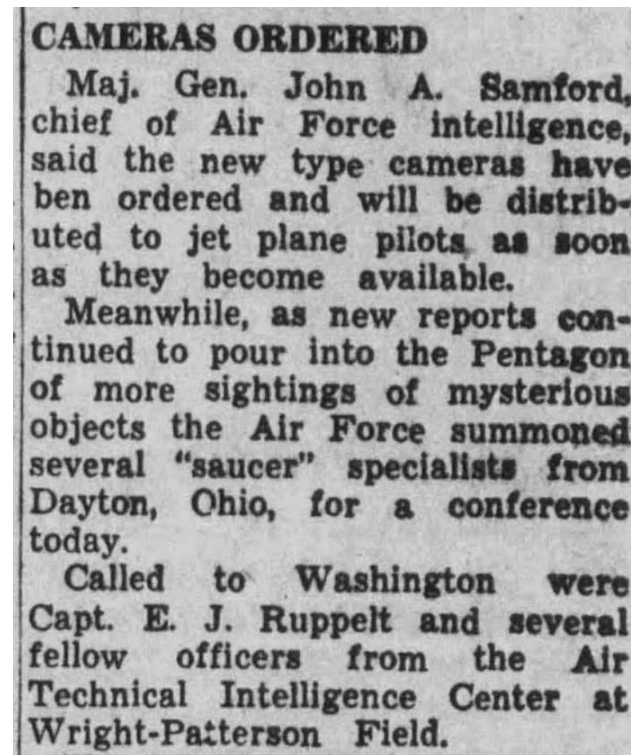
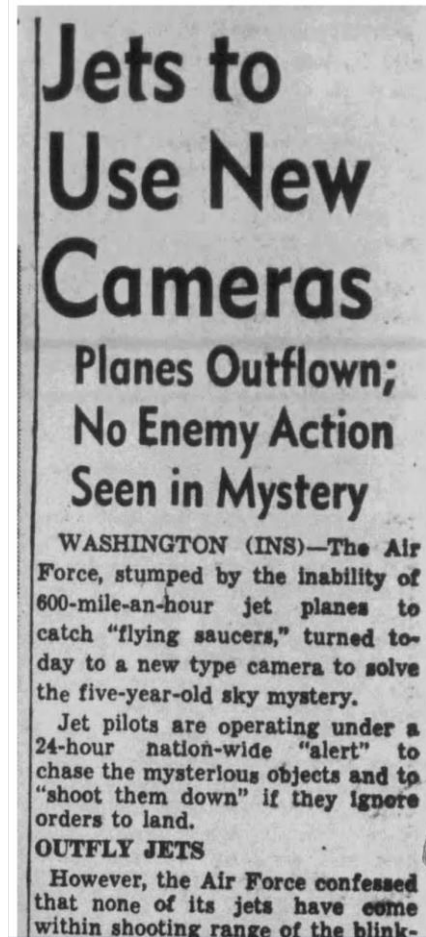
The proving grounds are used for testing and development of guided missiles, which requires well-trained scientific personnel. One of these experts, Clyde Tombaugh, recently admitted that he had spoken to a British scientist shortly before the scientist stated that saucers are more than mirages or myths.

Tombaugh said he told the scientist about an observation he made in 1948 of a ship of some kind with an oval shape and about a dozen windows.

The scientist reported that he had heard other reports of similar bodies being sighted near bases in the United States.

- See *Albuquerque Journal*, 7/30/1952, pg 1
- <https://www.newspapers.com/article/albuquerque-journal-af-to-hunt-saucers-w/173080271/>

Cameras *Were* Used in Major UAP Incursions: 1952



- *Jersey Observer and Jersey Journal*, 7/29/1952, pg 1
- <https://www.newspapers.com/article/jersey-observer-and-jersey-journal-jets/163057917/>

July 30, 1952, DC: USAF orders 200 (!) cameras, wide angle cams also considered

ducks or geese.

He announced the Air Force has ordered 200 cameras equipped with special grids which will tell whether objects sighted produce their own light from burning gas or other fuels, or whether they are mere reflections.

The problem will be to get one of these cameras pointed at what the nation has been calling flying saucers.

To solve that problem, the Air Force is considering buying a special camera with a very wide angle lens which could maintain continuous photographis coverage of the skies.

Planes Check Reports

Maj. Gen. Roger Ramey, deputy chief of the Air Force staff for operations, told the news conference that interceptor planes have raced aloft several hundred times as a result of reported sightings of unidentified objects.

Kirkwood/Noel, 1967: We had “100’s and 100’s” of UAP photos and hours of films.

Question:

What happens to the photographs of UFO's?

Answer: If there are photographs, if you can get them to somebody else, before the FBI gets to you, then there's a chance they'll get out. If they get to you first, as far as government photos are concerned, the only way they're going to get out is from somebody from the inside getting them out. We saw hundreds and hundreds of photographs and hours of motion picture films taken from jets and gun cameras, but that film has never been released, never been released and won't be. Thank you.

Some Corroboration Found: He Was in Salt Lake City at the time (1954), he flew from there

**Janis Bean, Noall B. Cornwell
Speak Vows in Thursday Rites**

Miss Janis Bean and Noall B. Cornwell-recited marriage vows in a Salt Lake Temple ceremony Thursday.

In the evening the newlyweds will greet reception guests at the home of the bride's parents, Mr. and Mrs. James W. Bean, 1077-2nd Ave.

The bridegroom is a son of Mr. and Mrs. Lionel B. Cornwell, New Caanan, Conn.


At the reception the bride will appear in an original floor-length gown of satin. The bodice is detailed with a lace embroidered tulle yoke, tapered sleeves and scallop detail. The scallops are repeated on the skirt. Falling from a Juliet cap will be her fingertip veil of bridal illusion. The bridal bouquet of carnations and stephanotis will be heart-shaped.

In attendance will be bridesmaids, Miss Connie Lake, Miss Alice Snow, Mrs. Edward Davis and Miss Shirlee Cornwell. They will don princess-styled gowns in pastel shades, ballerina-length and will carry baskets of pink and white daisies.

Mrs. Bean will be gowned in blue shantung, while mother of the bridegroom, Mrs. Cornwell, will wear bronze taffeta.

To her honeymoon destination the bride will wear a charcoal grey coat-dress with pink and black accessories.

Hostesses at pre-nuptial parties for the bride have been Miss Lake, Miss Snow, Mrs. Ronald L. Snow, Mrs. Davis, Mrs. Nolan Perkins, Mrs. Reed McDermaid and the BYU sophomore student nurses.



1:18 p.m.—State near 6th South. Truck-automobile. Drivers: Albert F. Kohler, 61, Midway; Noall Brice Cornwell, 21, 167-3rd Ave. Damage: \$65. No injuries.

12/28/54, *The Salt Lake Tribune*, pg 19
<https://www.newspapers.com/article/the-salt-lake-tribune-boall-brice-cornwe/157536763/>

MARRIAGE LICENSES
Salt Lake County
Noall Brice Cornwell, 21, Connecticut;
Janis Spencer Bean, 19, Salt Lake.

8/19/1954: *The Salt Lake Tribune*, pg 37

8/19/54, *Deseret News*, Salt Lake City, Utah, pg 27
<https://www.newspapers.com/article/deseret-news-noall-brice-cornwell/157536366/>

Interviewed on TV Svizzera Italiana

Home	You Tube	Forum	Link Amici	UFO Blog	Radio UFO	2012	Tutti gli articoli	
Articoli								
		<h2>PILOTA USAF: "LORO VENIVANO IN PACE"</h2>						
		<p><i>Intervista a Guy Kirkwood, alias "Mel Noel", pilota USAF ritiratosi con il grado di luogotenente e con un vasto bagaglio di esperienze di contatti con una aviazione non terrestre.</i></p> <p>Ho incontrato e intervistato per la TV della Svizzera Italiana, Guy Kirkwood, alias Mel Noel - questo era lo pseudonimo dietro cui si è nascosto a lungo - a Mesquite, nel Nevada, nel dicembre 1995, in occasione di un convegno internazionale sugli UFO. Il mio stupore è stato duplice: prima di tutto quello di trovarmi davanti, in carne ed ossa, un personaggio di cui avevo letto e che sentivo appartenente ad un mondo strano e affascinante che sta a cavallo tra la fantascienza e la realtà, che ti incuriosisce perché ti pone in questione in modo profondo un sarà "veramente vero" quello che dice, quello che ha vissuto, e se è così allora... E devo dire che Noel mi sembra credibile. Altro forte stupore: Noel sembra uscire da un film di Spielberg. Faccia larga bruciata dal sole, capelli grossi, spettinati, occhiali Polaroid, vecchio giaccone di pelle da aviatore, un fisico molto prestante per uno ormai vicino ai settanta. Davvero un personaggio.</p> <p>La mia prima percezione, dopo poche battute dell'intervista, fu che Noel fosse angosciato: toccare un tema per lui doloroso, legato quasi ad un senso di disperazione.</p> <p><i>Foto del pilota militare Guy Kirkwood, alias "Mel Noel"</i></p>						

<https://web.archive.org/web/20111201195418/https://fratellidiluce.it/sottopagine/Articoli%205/19/Guy%20Kirkwood.html>

My Current Conclusion on Noel

- Earlier leaker/whistleblower during the Apollo era
- Talked about being threatened and consulting a lawyer
- Spoke about crash retrievals in 60's (not popular!), USAF photographing UAP's, USAF UAP chases, communication to pilots, USAF pilot psychological destabilization (some refused to go back up!)
- Much of what he claimed can be corroborated in various ways
- Interviewed by Good and Italians – giving more weight to his testimony.
- I think these USAF aviators were essentially some of the earliest “contactees”

Maury Island Incident: NARA Documents – Fred Crisman (likely CIC), AEC, Guy Hottel (FBI) Connections. USAF's 1st Plane Crash.

No Cause For Alarm

Flying Saucers Not Joke; Three Men's Lives Lost

WASHINGTON, (AP)—The United States air force said Wednesday the flying saucer was not a joke. But in the same breath the air force said it is not from nearly two years of study that there are "no probabilities" in the mysterious aerial manifestations.

On-the-spot inquiries and findings have shown simple explanations for many of the people saw or thought they saw in the sky.

Nevertheless, a paper by the intelligence division of the air materiel command at Patterson field, Ohio, declared "The saucers are not flying. Neither are they cause for concern to the population."

"Many of the incidents have answers—meteors, falling stars, birds in flight, devices, etc. Some of them are in question marks."

The paper added that the tagging of the remaining unidentified flying objects is still the job of the Project of the intelligence division.

The paper notes that, indirectly, three persons were killed in the crash of a B-25 bomber which crashed near Kelso shortly after taking off from McChord field, it was learned tonight.

The pilot and copilot of the twin engined bomber were members of army intelligence, stationed at Hamilton Field, and had been assigned to investigation of the flying disc mystery.

They were Capt. William L. Davidson and Lt. Frank M. Brown, and both were instantly killed when their bomber plummeted to earth after the left engine burst into flames.

That they were carrying with them six pieces of a metal or lava substance was made known by Capt. E. J. Smith of United Airlines, who was in Tacoma with Kenneth Arnold of Boise.

Davidson and Brown had gone to Tacoma in response to a message from Arnold, who had told them he "might have something interesting to show them," according to Brig. Gen. Ned Schramm of fourth air force at Hamilton.

Smith, who on July 4 reported seeing nine flying discs while his airliner was roaring over southern Idaho, said that he and Arnold had given the six pieces of metal or lava to Davidson and Brown shortly before they took off from McChord field about two a.m. Friday for Hamilton Field.

Smith said the pieces of metal or lava were "extremely heavy" and when he and Arnold obtained them, showed evidences of having been subjected to extreme heat.

Arnold had gone to Tacoma earlier this week to investigate a story told by Harold Dahl and Fred L. Crisman of Tacoma, who operate a concern known as Tacoma Harbor Patrol, according to Arnold.

Dahl and Crisman, according to Arnold, said that their boat was struck by portions of what had appeared to be a flying disc "in trouble" and they had recovered portions of the metal.

Smith, telling his story to the Idaho Statesman by telephone from Tacoma, had gone to Tacoma to join Arnold in the latter's check of the Dahl-Crisman story.

(Continued on Page Two-A)
(Column Three)

2 Killed in Crash Had 'Disc' Clues

M. M. M. M.

SAN FRANCISCO, Aug. 2 (UP).—Two fliers who were killed yesterday in a crash in Washington were intelligence officers returning here after talking with Kenneth Arnold, Boise pilot, who first reported seeing the flying discs, Brig. Gen. Ned Schramm, Fourth Air Force chief of staff, said today.

Fliers Who Crashed Investigated 'Discs'

SAN FRANCISCO, Aug. 2 (U.P.)—Two fliers who were killed yesterday in a crash in Washington were intelligence officers returning here after talking with Kenneth Arnold, Boise pilot who first reported seeing the flying discs, Brig. Gen. Ned Schramm, fourth air force chief of staff, said today.

WRECKED BOMBER LINKED WITH "FLYING DISKS"

By TED MORELLO
United Press Staff Correspondent

TACOMA, Aug. 2—(UP)—A mysterious telephone informant with uncannily accurate information touched off new speculation that Army intelligence was guarding closely fragments of a "flying disk" reported to have crashed this week on Maury Island, near here.

According to the anonymous source's information, much of which was later partially confirmed by

Our Killed In Cowlitz County Air Crashes

The Kelsonian-Tribune

ALLEN BLACKWELL, GI STUDENT PILOT, DAVE DAVIDSON VICTIMS OF FIRST AIRPORT TRAGEDY

Training Plane Burns After Striking Ground

Whoopi?

FLYING DISK INVESTIGATORS DIE IN ARMY BOMBER WRECK

Election May Be Asked In NK District

U.S. ENGINEERS SET HEARING ON KELSO SPAN FOR AUGUST 29

Kelso Traffic Moving More Normally

Plans Provide 64 Foot Clearance Above Low Water

Rural District

Just action in Proposal

Early Aug. 1947-1949.

<https://www.newspapers.com/article/edmonton-journal-flying-saucers-no-joke/156866282/>

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION

AUG 6 1947

TELETYPE

Fletcher

Mr. Tolson	.....
Mr. E. A. Tamm	.....
Mr. Clegg	.....
Mr. Glavin	.....
Mr. Ladd	.....
Mr. Nichols	.....
Mr. Rosen	.....
Mr. Tracy	.....
Mr. Egan	.....
Mr. Gurnea	.....
Mr. Harbo	.....
Mr. Mohr	.....
Mr. Pennington	.....
Mr. Quinn Tamm	.....
Mr. Nease	.....
Miss Gandy	.....

FBI PORTLAND 8-5-47 8-50 PM HHS

DIRECTOR AND SACS SEATTLE AND SAN FRANCISCO U R G E N T
FLYING DISCS, SM DASH X. RE TELEPHONE CALL FROM MR. LADD, ONE PM
TODAY REQUESTING TELETYPE SUMMARY CONCERNING NEWSPAPER REPORTS OF
RECENT REPORTED FLYING DISCS IN PORTLAND AREA AND A REPORTED CONFERENCE
OF ARMY OFFICIALS IN PORTLAND CONCERNING FLYING DISCS. LEAVERITT G.
RICHARDS, AVIATION EDITOR THE OREGONIAN, ADVISED THAT A CAPTAIN
WILLIAM L. DAVIDSON AND LT. FRANK M. BROWN OF FOURTH AAF HEADQUARTERS,
SAN FRANCISCO WERE IN PORTLAND JULY TWENTYSEVEN LAST AND INTERVIEWED
DICK RANKIN, AN EXPERIENCED PILOT, WHO HAD REPORTED JUNE FOURTEEN
LAST SEEING A FORMATION OF TEN FLYING DISCS OVER BAKERS-
FIELD, CALIF. ACCORDING TO RICHARDS THEY HAD ALSO INTERVIEWED
FOLLOWING FOUR EXPERIENCED PILOTS WHO WERE AMONG FIRST WHO REPORTED
SEEING DISCS - KENNETH ARNOLD, BUSINESS MAN, BOISE, IDAHO, CAPTAIN
E. J. SMITH AND CO-PILOT RALPH STEVENS, UNITED AIRLINES, AND DAVE
JOHNSON, AVIATION EDITOR, IDAHO STATESMAN. TO ASCERTAIN THE
PURPOSE OF THE INTERVIEWS RICHARDS CONTACTED MAJOR GENERAL TWINING
OF WRIGHT FIELD, OHIO BY PHONE AT ALBUQUERQUE, NM, AND FROM HIM
GAINED THE IMPRESSION THAT THE AAF INSTITUTED THIS INVESTIGATION TO
WASH OUT THE DISC REPORTS, SINCE THEY ARE DEFINITELY NOT OF AAF ORIGIN.
ON FRIDAY, AUGUST FIRST, THE PLANE IN WHICH AAF INVESTIGATORS CAPTAIN
DAVIDSON AND LT. BROWN WERE RIDING, CRASHED AT KELSO, WASH. AND BOTH

RECORDED
INDEXED

EX-30

I

PAGE TWO

WERE KILLED. THE WRECKAGE WAS SCREENED BY AAF INTELLIGENCE FROM
MCCHORD FIELD. THE TACOMA NEWS TRIBUNE AND THROUGH THE THE UNITED
PRESS PUT OUT A STORY THE PLANE WAS CARRYING PARTS OF A DISC WHICH
HAD STRUCK A BOAT OWNED BY ROLD DAHL AND FRED CRISMAN, TACOMA, WN.
RICHARDS ADVISED THAT TODAY'S ISSUE OF THE OREGONIAN CARRIES A UP STORY
STATING THAT DAHL DENIES SAYING THE METAL FRAGMENTS HE FURNISHED WERE
FROM A DISC, AND ANALYSIS OF THE FRAGMENTS SHOWS THEM TO BE FROM A
TACOMA SLAG MILL. NO AAF INTELLIGENCE PERSONNEL AVAILABLE PORTLAND.
NO RECENT SUBSTANTIVE REPORTS OF FLYING DISCS IN THE PORTLAND AREA.
SEATTLE VERIFY AT MCCHORD FIELD AND SAN FRANCISCO VERIFY AT AAF
HDQRTS. SF, SUBMITTING TELETYPE SUMMARIES TO THE BUREAU. NO FURTHER
INVESTIGATION PORTLAND.

BOBBITT

END AND ACK

WA 0157AM OK FBI WA DW

SE

S OK FBI SE KLS

SF OK FBI SF NCW

DVIMSC

CC Mr. Ladd.

8/6/47
Eph

- How much of the Maury Island Incident was **invented lore**? We have to re-examine the entire case with fresh eyes
- Barney Leroy was another witness (brother of Rev. Robert Leroy).
- Decades later, author John Keel contacted Crisman, who spun more yarns.
- How much did the US Gov. lie to itself about what really happened for security purposes?
- **The vanilla Maury Island tale doesn't include Crisman's AEC security clearance involvement, Guy Hottel's involvement, or the seemingly common knowledge that the incident involved nuclear related materials.**

Federal Bureau of Investigation
United States Department of Justice
 407 U. S. Court House
 Seattle 4, Washington
 August 18, 1947

R.H. Hottel

DIRECTOR, FBI

RE: **FLYING DISCS SIGHTED BY FRED CRISMAN and HAROLD A. DAHL, TACOMA, WASHINGTON SM - X**

Dear Sir:

The following, in general, are the facts regarding the flying disc story that started by FRED CRISMAN and HAROLD A. DAHL which subsequently resulted in news stories by the Tacoma Times, the Boise Statesman and the Chicago Times that a B-25 carrying Army Intelligence officers was shot down or sabotaged over Kelso, Washington on August 1, 1947 because it was carrying some flying disc fragments.

The original story, as related by FRED CRISMAN and HAROLD DAHL, was to the effect that DAHL, while patrolling in his boat near Maury Island, Washington, sighted six flying discs, one of which fluttered to the earth and disintegrated, showering his boat with fragments which caused some damage to the boat and killed his dog. HAROLD DAHL wrote a letter to RAY A. PALMER of Cliff-Davis Company which publishes fantastic adventure magazines in Chicago, sending him fragments of the flying disk and relating the above story. RAY PALMER requested Trans-Radio News in Chicago to verify the story as related by HAROLD DAHL and FRED CRISMAN, telegraphed RAY PALMER confirming DAHL's story. RAY PALMER then engaged KENNETH ARNOLD, Boise, Idaho, who was the first to report sighting the flying disc and whom RAY PALMER had previously made a contract for a story regarding the flying disc, to come to Tacoma and check the story as related by FRED CRISMAN and HAROLD DAHL.

KENNETH ARNOLD came to Tacoma, Washington July 30, 1947 and arranged for a meeting the following day, July 31, with FRED CRISMAN and HAROLD DAHL in his room 502, Winthrop Hotel, Tacoma, Washington. KENNETH ARNOLD also called to attend the meeting Captain EMIL J. SMITH, United Airlines Pilot who had also reported seeing flying disc fragments, and Army Intelligence to attend

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&
INDEXED

EX-64

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WA Senate Resolution 8648 - The Maury Island Incident (also mentions Roswell Incident)

← → ↺ 🏠 🔍 lawfilesext.leg.wa.gov/Biennium/2017-18/Htm/Bills/Senate%20Resolutions/8648-... ☆ ABP K 🗳 🌐 📁 | 🔍 | 📄 R ⋮

SENATE RESOLUTION 8648

By Senators Keiser, Nelson, Palumbo, Hunt, Zeiger, McCoy, Conway, Rivers, Miloscia, and Fain

WHEREAS, On June 21, 1947, Tacoma resident Harold Dahl and his son allegedly sighted six flying discs over Puget Sound near Vashon-Maury Island, an event now commonly known as "The Maury Island Incident"; and

WHEREAS, On June 22, 1947, Mr. Dahl alleges he was warned not to talk about what he saw by a man dressed in a black suit; and

WHEREAS, On June 24, 1947, pilot Kenneth Arnold alleges he saw nine unidentified flying objects ("UFO's") near Mt. Rainier; and

WHEREAS, These controversial sightings helped launch a pop culture phenomenon of UFO sightings across the United States during the summer of 1947, which became known as "The Summer of the Saucers"; and

WHEREAS, On August 8, 1947, two weeks after the Washington sightings, a UFO is alleged to have crashed outside Roswell, New Mexico, and this alleged crash has since become the most well-known alleged UFO incident in history; and

WHEREAS, On August 1, 1947, Army Air Corp Intelligence Officers Capt. William L. Davidson and 1st Lt. Frank M. Brown, who interviewed Harold Dahl about his sighting, lost their lives when the B-25 Bomber they were piloting crashed outside of Kelso, Washington; and

WHEREAS, Following the tragic deaths of Davidson and Brown, Harold Dahl publicly claimed his sighting at Maury Island was a hoax; and

WHEREAS, Special Agents of the Federal Bureau of Investigation conducted an investigation of the deaths of Davidson and Brown and ultimately concluded that Dahl did not recant his story but that his claim of hoax was itself a fabrication to avoid further public attention and ridicule; and

WHEREAS, The FBI's conclusions and Dahl's secret were sealed for fifty years; and

WHEREAS, The Maury Island Incident and its surrounding circumstances have made immeasurable contributions to Washington State's cultural heritage and to popular culture worldwide, including most recently the 2014 award-winning motion picture "The Maury Island Incident," and the 2015 web series "The Maury Island Incident," produced in conjunction with the Washington FilmWorks Innovation Lab and Motion Picture Competitiveness Program; and

WHEREAS, On April 1, 2017, the 3rd Annual Burien UFO Festival will be held in the newest hipster hangout of downtown Olde Burien with wide community participation and good humor; and

WHEREAS, On the seventieth anniversary of the seminal UFO sightings events, the Washington State sightings should be recognized for both their prominence and primacy in the modern era of UFO popular culture;

NOW, THEREFORE, BE IT RESOLVED, That the Washington State Senate pause to acknowledge the seventieth anniversary of the June 21, 1947, Maury Island Incident; the 1947 "Summer of the Saucers" popular culture phenomenon launched worldwide by these controversial events; and the first reference to the characters now popularly known as "men in black"; and

BE IT FURTHER RESOLVED, That the Washington State Senate recognize and honor the heroism and service of Army Air Corp Intelligence Officers Capt. William L. Davidson and 1st Lt. Frank M. Brown, who lost their lives following their investigation of the Maury Island Incident when their airplane crashed outside of Kelso, Washington, on August 1, 1947; and

BE IT FURTHER RESOLVED, That copies of this resolution be immediately transmitted by the Secretary of the Senate to the Air Force Historical Research Agency, to the Vashon-Maury Island Heritage Association, to the Des Moines Historical Society, to the Highline Historical Society, to the Burien Historical Society, to the Longview-Kelso Historical Society, and to the Washington State Historical Museum.

I, Hunter G. Goodman, Secretary of the Senate,
do hereby certify that this is a true and
correct copy of Senate Resolution 8648,
adopted by the Senate
April 18, 2017

HUNTER G. GOODMAN
Secretary of the Senate

Maury Island Incident

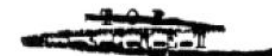
- After getting the BSRA (*Borderland Sciences Research Association/Foundation*) archive, I noticed many *private* letters about the Maury Island Incident.
- Top: Aug. 1947: Author Rog Phillips – debris was radioactive.
- Wrote a flying “ship” dumped the radioactive debris.
- Bottom: Majestic 12 5th Annual Report: “celestial fragments containing metal from a nuclear reactor”.

Take the material dumped at Tacoma. A senseless mixture with no practical use. A mixture that does not occur in nature. Let's picture the atom power plant of the future. In it there is a process of disintegration going on which produces two things, - power, and non-radioactive elements which eventually form a drag on the radio-active process. Every so often the blocks of radio-actives in the power plant would have to be processed and the dross taken out. Depending on the type of radio-actives in the plant, the waste materials would take somewhat the constituency and form of the stuff dumped. Also the same general appearance. It would be gotten by melting the radioactive blocks of metal and purifying them. It would not be radioactive in an efficient system of purification. I feel sure, myself, that that is the source of that stuff.

Why was it dumped where it was? A poor shot. Ordinarily when such a ship is in the atmosphere it would dump the stuff in the ocean or some body of water. Tacoma is on Puget Sound, and it seems fairly certain that the stuff was AIMED for the open water.

6. The death of two Air Force counterintelligence officers in the crash of their B-25 aircraft enroute to Hamilton AFB, California, after interviewing two auxiliary CG men who reported six UFOs over Maury Island, Washington, in June 1947. CIG agent Crisman had spoken to Kenneth Arnold, who on 26 June 1947, had reported a flight of UFOs over Mt. Rainier, Washington, and filed his report after he had spoken to Captain Davidson and Lieutenant Brown. The material given to Davidson and Brown was believed to come from Maury Island and may be celestial fragments containing metal from a nuclear reactor from a UFO. Fragments were turned over to CIA agent Shaw, and Crisman was ordered to the Alaskan ADC for assignment in Project IVY.

-14-



Rog Phillips Letter, from the BSRA/BSRF archive at AFU (Sweden), Scanned by AFU Founder Håkan Blomqvist.

TOP SECRET
ROGER P. GRAHAM
305 STUDIO BLDG.
1713 SHERMAN AVENUE
EVANSTON, ILLINOIS
August 28, 1947

Dear Meade,

Your card just arrived. Guess you are right about copyright. Only trying will tell whether idea is good. At least you can't lose on it. That is your present circulation and how much of an increase could you stand? Unlimited?

Will see Ray tomorrow and remind him again to send you material.

Do not quite understand what you mean by "worked out on levels above the etheric". I thought that in the conventional sense etheric was the highest level, so to speak, with astral and physical considered below it. I gather, though, that what Rusty meant was that the flying saucers are constructions from the realms of highest development. The ethereans of Oshope, or the arch angelic hosts.

The idea of Russian origin is absurd, but not impossible. I would say it is ALMOST impossible, though, and that we may ASSUME with confidence that they have not discovered the principle of flight involved, nor developed the technique and the metals.

I'll give you some of my reasoning to date on them. Keep it in your files, but don't pass it around for the present. Two reasons. One: if what I think is going on IS going on, it might not be safe. Two: if I am wrong on what I think is going on I may be able to make a fortune on it eventually, if I am right on the principles.

Take the material dumped at Tacoma. A senseless mixture with no practical use. A mixture that does not occur in nature. Let's picture the atom power plant of the future. In it there is a process of disintegration going on which produces two things, - power, and non-radioactive elements which eventually form a drag on the radio-active process. Every so often the blocks of radio-actives in the power plant would have to be processed and the dross taken out. Depending on the type of radio-actives in the plant, the waste materials would take somewhat the constituency and form of the stuff dumped. Also the same general appearance. It would be gotten by melting the radioactive blocks of metal and purifying them. It would not be radioactive in an efficient system of purification. I feel sure, myself, that that is the source of that stuff.

Why was it dumped where it was? A poor shot. Ordinarily when such a ship is in the atmosphere it would dump the stuff in the ocean or some body of water. Tacoma is on Puget Sound, and it seems fairly certain that the stuff was AIMED for the open water.

Now for the drive principle. (1) Like electrical charges repel each other. (2) A hot plate with a high electrostatic potential is a strong ionizer. A neutral atom striking such a plate would have at least one of its electrons stripped from it if the charge were positive. The electron would be drawn into the hot plate and thence through the machine that maintains the high charge on the plate. The ION would be REFILLED by the plate due to LIKE charges, - thus causing a THRUST against the plate.

-2-

On the other "side" of the electrostatic machine would be a similar plate with an equally high negative charge. Made of some material with high electronic radiative properties such as that that filaments in radio tubes are made, and also heated to the right temperature, it would shoot off the electrons which would repel the ship as soon as they broke free, producing another drive plate.

The drive produced from the positively charged plate would be the greatest, because it would be repelling ions of matter instead of low mass electrons. Nevertheless, under a perfected setup BOTH plates would produce a strong drive.

The charge that would effect this result would be in the millions of electrostatic volts. The plates holding the charge would have to be insulated and far enough apart to prevent arcing. They would also have to have a large enough area to produce powerful thrusts.

One charged plate could be on the bottom of the ship, - perhaps the entire bottom. The other could be a narrow section of ring about the circumference. Several such ring sections could be used, and the charge placed in the ones in the stern, being switched to others in the circumference to change direction of travel.

The charge could be reversed. Thus, if the ship wished to gain speed the positive charge could be in the circumferential rings. When lift was required the positive charge could be placed in the bottom plates.

Now then, when such a ship leaves the atmosphere it encounters mostly hydrogen in the upper stratosphere. With sufficient charge on the plates it could separate the electron and the proton at each plate, shooting out protons from the positive plate and electrons from the negative plate. In space there would still be sufficient atoms drifting to produce an effective drive.

In a rocket, the recoil mass is carried with the ship and shot out through the rocket tube. In a ship with the drive principle described above no recoil mass would need to be carried by the ship. It would utilize the material it encountered in its passage, even in interstellar and interplanetary space. Where it would need the greatest supply of material around it would be in strong gravity fields near planets, where the greatest density of such material exists.

If such a ship were to land on the Earth it could not take off *Border* unless it landed on a high, towerlike structure with plenty of insulation between it and the ground and plenty of air to form the material for the first lift. If it DID land on the Earth the bottom plate could not hold a charge. The charge would dissipate into the ground. If it were too near the ground the charge would be across the gap to the ground and cause the ship to fall. Therefore such ships would have to stay up if they did come. Even if they were friendly they would not dare to land because they would be grounded permanently. They might send individuals down by parachute, with the hope that they could get planes to go up in the air again and land on the top side of the ship. They might even carry jet powered or propeller driven ships for the purpose of visiting on the surface. They probably would. There might even be such individuals on the surface right now, investigating!

Where are they from, and what do they plan? There we come again to the part I don't care to discuss yet. I may put it into a story this fall. I don't think it will "break" and spoil the fiction effect of the story for a year or two yet, at least. And, of course, I may be entirely wrong.

Keep all this under your hat for the time being, Meade. I plan on performing an experiment soon to measure the drive thrust of the setup I described.

-3-

a. that I can determine the mathematics of the thing.

What I'll do is paste a sheet of metal foil on one side of a sheet of some insulating material with heating wires imbedded to raise the temperature of the thin metal sheet up to the glowing point. That will take a little planning on types of materials. Then I will charge the plate at various electrostatic voltages and, with the plate resting on a frame that rests on a scale, I'll measure the lifting force produced for various voltages of charge. From that I can form equations for area and charge, and rough estimates for materials and temperatures, so that I can determine whether enough drive and lift force could be produced to run a ship such as a flying saucer of large diameter. Then I should know. If the experiment gives VERY favorable results, it might be possible to build flying ships using that principle, small enough to be used commercially. Hence, the patents on that would be worth a fortune. So if it got around at present someone might get ahead of me on it.

Also I think that principle is the ONLY one upon which a successful space ship could be made. Rocket ships will never be any good. Even with atom explosions they would need most of their weight for propulsion to get away from the Earth. If my guess is right on the amount of drive this setup would produce, it would take no more power in the power plant to go to Mars or Venus than it now takes a B29 to cross the ocean!

What do Lingford and Lo Su n Yat have to say about me lately? I am always very curious about me, as you know. If it's flattery, fine. But if it's dire prophecy or sharp criticism, I'm VERY interested. I often think I will find out more about myself from my enemies than my friends. Friends get into the habit of hiding anything not flattering.

By the way, I sorted my RRs and FRs the other day. I would like to get my collection complete if possible. I lack ALL of volume one of RR, and my oldest copy of FR is the Sept. 1946 number. Do you have them, or any part of them? Will pay any reasonable price above the original price to get them.

Roger

6/8/47: Context, days before Maury Island/Roswell Incidents: Civilian AEC Security Force Formed

Civilian Atomic Energy Security Force Formed to Replace Soldiers

DENVER, June 8 (AP)—Recruiting of a uniformed atomic energy security force, trained in command tactics, to guard western atomic energy installations will begin tomorrow.

Several hundred security inspectors will replace soldiers at Los Alamos, N. M., and "other localities in the western half of the United States," C. L. Edwards, director of the 13th U. S. Civil Service Region, said.

Prospective applicants — between 21 and 35 years—were warned in a Civil Service notice that they will be "subjected to physical danger and protracted

hours of work . . . in severe climatic conditions and high altitudes."

States in which Edwards said applications would be available at postoffices tomorrow were: Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington and Wyoming.

Annual salaries in the three classifications range from \$3021 to \$3773 with periodic raises increasing them to a range of \$3773 to \$4525.

TRAMP C



CHRISMAN



Legendary comic author Otto Binder's Jan. 1967 comic on the Maury Island Incident (photo fogging also mentioned in the Condon Report)



[No Title]

NARA Record Number: 180-10085-10264

View
Pages

RIF
Form

PG 1 (1/6)

THUMB

ZOOM

FIT-W

ROTATE PG

SPECIAL ACTIONS

HELP

Source:
National Archives

180-10085-10264

JFK Assassination System
Identification Form

Date: 9/21/201

Agency Information

AGENCY : HSCA
RECORD NUMBER : 180-10085-10264

RECORD SERIES : NUMBERED FILES

AGENCY FILE NUMBER : 008624

Document Information

ORIGINATOR : HSCA
FROM : FBI
TO :

TITLE :

DATE : 05/18/1978
PAGES : 5

SUBJECTS :
FBI, FILES
CIA, FILES



[No Title]

NARA Record Number: 180-10085-10264

View
Pages

RIF
Form

PG 6 (6/6)



THUMB



ZOOM



FIT-W



ROTATE PG



SPECIAL ACTIONS



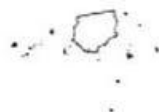
PDF



HELP



Source:
National Archive



Fred Lee Crisman
Page 4

Bufile #116-784

Washington, D. C. 9/15/47

Fred Lee Crisman
Air Corps - Captain - Reserves 42-46
Army officer record. SN - 0-758951
Entered service 11/3/43 at Phoenix, Arizona
Second Lieutenant. Released from active duty 2/19/46
at Fort Lewis (Washington) as First Lieutenant.
Enlisted service from 12.9.42 ANS 19110350

Guilty of absence without official leave -
1944: Restricted 7 day at Tampa, Florida
Duty - Pilot

Awards - Air Medal; Distinguished Flying Cross.

Application - personnel security Question- Atomic Energy Act
White, 5'6½", 190 lbs., hazel eyes, brown hair
DOB 7/22/19 Tacoma, Washington

Fred L. Crisman: AEC Security Clearance

- Crisman was supposedly Harold Dahl's "boss". Instead, Crisman shows every indication of being Army CIC or CIC-adjacent. CIC=***Disruption!***
- The endlessly copied & pasted Maury Island narrative (just a hoax): ***implausible.***
- WA SENATE RESOLUTION 8648: "WHEREAS, **The FBI's conclusions and Dahl's secret were sealed for fifty years...**" (Why seal a supposed hoax?)
- **How does a hoaxer get anywhere near an AEC Q or L clearance (Restricted Data)? *Impossible – unless he helped contain the incident.***
- CIC was 40's/50's "Deep State": They bugged the hotel room of Eleanor Roosevelt during WW2. Furious President tried destroying their records; they refused.
- Interesting: Kenneth Arnold strongly suspected his hotel room was bugged.
- CIC personnel were also successful in an operation called "Paperclip".
- Key findings: National Archives (NARA) Record Number: 180–10085–10264 (files part of the JFK Assassination System). Also corroborative declassified FBI files.

FEDERAL BUREAU OF INVESTIGATION

Form No. 1
THIS CASE ORIGINATED AT BUREAU

FILE NO. 116-7384

REPORT MADE AT WASHINGTON, D. C.	DATE WHEN MADE 9/15/47	PERIOD FOR WHICH MADE 9/11/47	REPORT MADE BY GUY HOTTEL, SAC
TITLE FRED LEE CRISMAN - 3 - 40076			CHARACTER OF CASE ATOMIC ENERGY ACT APPLICANT

SYNOPSIS OF FACTS:

REFERENCE:

Bureau File No. 116-27943
Bureau Letter dated August 21, 1947

DETAILS:

AT WASHINGTON, D. C.

The following investigation was conducted by Special Employee assigned to the Washington Field Office.

CC TO: U.S. DIST. CT. 116-27943
REQ. REC'D 11/28/47
DEC 9 1960
ANS.
BY

SEE REVERSE SIDE FOR
ADD. DISSEMINATION.

You are instructed to conduct an immediate, thorough, discreet investigation concerning the character, associations, and loyalty of the above-named individual in accordance with the provisions of the Atomic Energy Act of 1946. The original and four copies of the report are to be transmitted to the Bureau by special delivery, and by air mail unless ordinary mail is equally speedy, so as to reach the Bureau not later than September 7, 1947.

Present address:

Birthdate and birthplace:

Race:

Social Security Number:

Record from Manhattan Engineer District or

Atomic Energy Commission:

Record from Identification Division:

Record from Bureau files:

Position involved:

None () Attached ()

None () Attached ()

None () Attached ()

Bureau files reflect a memorandum written in connection with the kidnapping case reflecting information had by Assistant Director E. A. Tammeling to the Bureau while Mr. Tammeling was investigating the above-named individual. This memorandum reflected that the above-named individual was a friend of Mr. Tammeling and that anything that might be learned about the above-named individual would be of interest to the Bureau. The above information was obtained from Mr. Tammeling's files and pertains to other individuals.

COMMUNICATIONS SECTION

AUG 21 1947 P.M.

Very truly yours,

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 5/16/79 BY SP-1

Mr. Tolson
Mr. E. A. Tammeling
Mr. Clegg
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Carson
Mr. Egan
Mr. Gurnea
Mr. Harbo
Mr. Mohr
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Mr. Gandy

SEP 8 1947

FEDERAL BUREAU OF INVESTIGATION

Form No. 1
THIS CASE ORIGINATED AT **BUREAU**

FILE NO. 116-738

REPORT MADE AT Portland, Oregon	DATE WHEN MADE 9-6-47	PERIOD FOR WHICH MADE 8-29; 9-3,4-47	REPORT MADE BY [REDACTED]
TITLE FRED LEE CRISMAN - 3 - 40076		CHARACTER OF CASE ATOMIC ENERGY ACT - APPLICANT	
<p>ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 5/16/99 BY SP-1 [REDACTED]</p>			
SYNOPSIS OF FACTS:			
REFERENCE: Bureau File 116-27943 Bureau letter to Seattle 8-21-47			
DETAILS:			
<p>EDUCATION</p> <p>[REDACTED] Vale Union High School, Vale, Oregon, made available his records which showed that the applicant attended that institution during the school year 1938-1939, and was graduated in June 1939. The records were not complete, and contained no data on the applicant's first three years; however, [REDACTED] stated that the applicant attended the Vale High School for four years. From the information available, it was ascertained that the applicant received average grades, and required no disciplinary action as a student. None of the applicant's former teachers are in Vale at present.</p> <p>[REDACTED] of Eastern Oregon State College, La Grande, Oregon, made available her records which showed that the applicant attended that institution during the school year 1939-1940, and that during that period he maintained a poor scholastic record. However, no further information was on file. None of the applicant's teachers was available for interview.</p> <p>EMPLOYMENT</p> <p>[REDACTED] Union Pacific Railroad, La Grande, Oregon, advised that her records show that the applicant was employed as a brakeman during 1941, and the early part of 1942, having terminated employment in February, 1942. The applicant's employment was satisfactory, and no derogatory information was on file. He left the UPRR to join the armed forces.</p>			
<p>APPROVED AND FORWARDED: [REDACTED] SPECIAL AGENT IN CHARGE</p>			
DO NOT WRITE IN THESE SPACES			
COPIES OF THIS REPORT		RECORDED	
5 - Bureau AMSD 2 - Portland		EX-44	
<p>116-27943-4</p> <p>REC'D 10A 18 1947</p> <p>CC TO: [REDACTED]</p> <p>34 SEP 18 1947</p>		<p>116-27943-5</p> <p>REC'D 10A 18 1947</p> <p>CC TO: [REDACTED]</p> <p>20</p>	

FEDERAL BUREAU OF INVESTIGATION

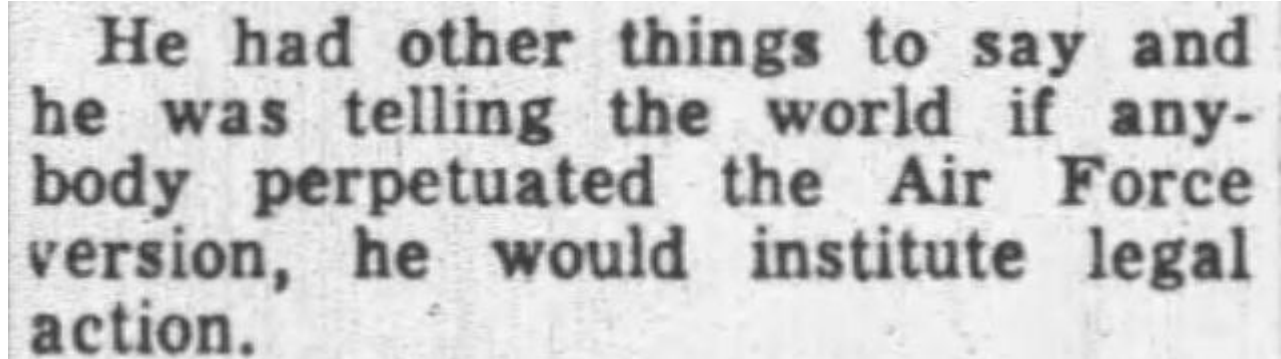
Form No. 1
THIS CASE ORIGINATED AT **BUREAU**

FILE NO. 116-2694

REPORT MADE AT Seattle, Washington	DATE WHEN MADE 9/13/47	PERIOD FOR WHICH MADE 8/25-28; 9/9-30/47	REPORT MADE BY [REDACTED]
TITLE FRED LEE CRISMAN - 3 - 40076		CHARACTER OF CASE ATOMIC ENERGY ACT - APPLICANT	
<p>ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 5/16/99 BY SP-1 [REDACTED]</p>			
SYNOPSIS OF FACTS:			
References: Bureau file 116-27943 Bureau letter to Seattle, 8/21/47			
Details:			
BIRTH			
AT TACOMA, WASHINGTON:			
<p>A check of the records of the Tacoma Health Department verified applicant's birth on July 22, 1919 at Tacoma, Washington.</p> <p>EMPLOYMENT</p> <p>[REDACTED] State Veterans Rehabilitation Council, stated applicant was employed handling Veterans' problems from March 20, 1946 to March 31, 1947. He stated applicant was entirely satisfactory in the performance of his duties and he would rehire him at any time if he had sufficient appropriation. He added that applicant's employment was terminated when a reduction of force was ordered by his superiors. He also stated that he had had no reason to question the applicant's loyalty to the United States.</p> <p>[REDACTED] stated he has known applicant in his capacity as a Special Investigator for the State of Washington on Veterans Affairs for the past two years. He stated that he found the</p>			
<p>APPROVED AND FORWARDED: [REDACTED] SPECIAL AGENT IN CHARGE</p>			
DO NOT WRITE IN THESE SPACES			
COPIES OF THIS REPORT		RECORDED & INDEXED	
5 - Bureau (AIR MAIL SPECIAL DELIVERY) 2 - Seattle		EX-50	
<p>116-27943-4</p> <p>REC'D 10A 18 1947</p> <p>CC TO: [REDACTED]</p> <p>20</p>		<p>116-27943-5</p> <p>REC'D 10A 18 1947</p> <p>CC TO: [REDACTED]</p> <p>20</p>	

Crisman Fired Back in 1951

- In 1951 Fred Crisman publicly threatened to sue anyone that libeled him about the event being a hoax.
- He essentially said the “Air Force version” was a lie. Already in 1951 there were multiple “versions”.
- See *Pottsville Republican*, 2/14/1951, Page 9
- <https://www.newspapers.com/article/pottsville-republican-behind-the-flying/142275452/>



He had other things to say and he was telling the world if anybody perpetuated the Air Force version, he would institute legal action.

My Take on the Maury Island Incident

- ***Hoaxers do not get rewarded with “Special Delivery” AEC clearances.***
- Involved nuclear materials which fogged photos taken at the incident (Condon Report). The materials were hot to the touch initially (witnesses).
- This wasn't radioactive waste from Hanford (author John Keel). Ludicrous theory; *pushed on Keel by Crisman himself.*
- BSRA private 1947 letters, Majestic Docs: **Nuclear powered UAP** dropped radioactive waste debris.
- Late 70's era FBI/CIA documents and 2018 NARA/JFK system docs corroborate each other on Crisman's AEC clearance.
- **Crisman's later disruption tactics at aerospace corps became well-known.**
- Bonus: *His AEC application was processed by **Guy Hottel (FBI, DC).** See the **Guy Hottel memo** – one of the FBI Vault's most famous memos.*

My Take on the Maury Island Incident

- WA State SENATE RESOLUTION 8648: “BE IT FURTHER RESOLVED, That the Washington State Senate recognize and honor the heroism and service of Army Air Corp Intelligence Officers Capt. William L. Davidson and 1st Lt. 33 Frank M. Brown, who lost their lives following their investigation of the Maury Island Incident when their airplane crashed outside of Kelso, Washington, on August 1, 1947”
- One possibility on the plane crash: **Dangerous debris was stored in a combustible container**, the *plane vibrated and condensed the material*, cabin pressure dropped, and it caught fire spreading to the fuel lines/engines. *The pilots and passengers had no idea of the danger of the unknown materials they were dealing with.*
- **Al: Pyrophoric-metal scenario (other scenarios possible, just an example)**
 - Uranium shavings or zirconium hydrides turn *air-pyrophoric* when shaken.
 - Continuous vibration of a B-25 bomb bay (~5 g RMS) + drop in cabin pressure accelerates oxidation; ignition point for Zr “swarf” ≈ 200 °C.
- **Al: Moisture / pressure differential**
 - Take-off humidity 85 % at McChord; cabin drops to < 20 % RH at 8 000 ft, temperature falls 15 °C. Rapid out-gassing from unsealed specimen boxes can aerosolise fine oxide dust—an ideal flame front once a pyrophoric fragment flashes.

- Right: Unredacted Guy Hottel Memo. See <https://www.theblackvault.com/documentarchive/the-guy-hottel-memo-and-the-crashed-flying-saucers-of-new-mexico-march-22-1950/>
- We now have official documents linking: Fred Crisman (Maury Island Incident), Guy Hottel (FBI), AEC security clearance documents, and a USAF "investigator" stating that 3 UAP's were recovered in New Mexico. (All hell was breaking loose!)
- Author Frank Scully's archive shows he was talking to individuals at Lockheed and at Wright-Patterson AFB
- Scully wrote there were 3 crashes in New Mexico, corroborating the Guy Hottel Memo.

STANDARD FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR, FBI

FROM : GUY HOTTEL, SAC, WASHINGTON

DATE: March 22, 1950

SUBJECT: FLYING SAUCERS
INFORMATION CONCERNING

4-1

Flying Saucers or Flying Saucers

The following information was furnished to SA R. H. KURTZMAN by KARL HOWE, Special Investigator, Sex Squad, Metropolitan Police Department:

An investigator for the Air Forces stated that three so-called flying saucers had been recovered in New Mexico. They were described as being circular in shape with raised centers, approximately 50 feet in diameter. Each one was occupied by three bodies of human shape but only 3 feet tall, dressed in metallic cloth of a very fine texture. Each body was bandaged in a manner similar to the blackout suits used by speed flyers and test pilots.

According to Mr. HOWE'S informant, the saucers were found in New Mexico due to the fact that the Government has a very high-powered radar set-up in that area and it is believed the radar interferes with the controlling mechanism of the saucers.

No further evaluation was attempted by SA KURTZMAN concerning the above.

RHK:VIM

RECORDED - 3
INDEXED - 3

162-83894-209
MAR 28 1950
34

51 MAR 24 1950

Special Cameras Are a Key “Tell” for UAP Waves: Deployed in '47, Early 50's, 2023

- "NASA's WB-57F, according to a research center spokesperson, 'provided additional imaging support' as it circled Langley AFB on December 18 and 19, 2023. 'The activation of a specialized NASA aircraft, equipped with what may be the most sophisticated airborne camera system in the world, suggests that the US government was truly baffled by these incidents,' said former Obama-era Pentagon appointee and frequent columnist at The Hill, Marik Von Rennenkampff."
- <https://www.dailymail.co.uk/sciencetechnology/article-13958541/ufo-mother-ship-military-bases-drone-swarms-pentagon.html>



AI Research: Roswell Turing Test, Containment Collapse Prompt

“Roswell Turing Test”: DeepResearch/DeepSearch (from a friend)

“You are a meticulous investigator with exceptional analytical skills, tasked with examining the Roswell incident of July 1947. Your assignment is to produce EXACTLY 72 witness affidavits from individuals who were physically present in the Roswell, New Mexico area during the incident. For each affidavit, you must: 1. List a real person who was verifiably in the Roswell area in July 1947 2. Provide their name, role/occupation at the time 3. Write a concise two-sentence summary of their testimony 4. Clearly state which hypothesis their testimony supports:

- Hypothesis A: The recovered material was from a conventional weather balloon or military project
- Hypothesis B: The recovered material was of extraterrestrial origin

Begin your response with the complete list of all 72 affidavits, numbered 1–72, before providing any analysis. Do not include witnesses from Washington D.C. or individuals who were not in the Roswell region during the incident. Each person must have been physically present in or near Roswell in July 1947. After completing all 72 affidavits, provide your comparative analysis of the two hypotheses based on these testimonies.”

“Roswell Turing Test” Results

In comparing the two hypotheses, it becomes clear that **Hypothesis A is supported by only a handful of testimonies**, mostly those in official capacities who either *did not see anything unusual or were following orders to debunk*. These accounts focus narrowly on the debris’ appearance in general terms (foil, sticks) and find it unremarkable or explainable as Mogul paraphernalia. **Hypothesis B, on the other hand, is supported by a far larger and more diverse array of witnesses** – from enlisted men and officers to local ranchers, radio journalists, and family members. They paint a detailed, consistent picture of an extraordinary event: **a crashed craft of unknown origin, the recovery of alien beings (some alive), and a far-reaching military cover-up involving threats and misinformation**. The pattern that emerges from these affidavits is one where **initial genuine reports (the RAAF press release, Brazel’s private remarks about “little bodies,” etc.) were quickly suppressed by higher authorities**, lending credence to B. Even the **cover-up itself** – acknowledged by DuBose and evidenced by the FBI’s and Army’s gag orders – is more compatible with Hypothesis B. If it were simply a Top Secret balloon, the Army could have quietly retrieved it without such sensational press releases and intimidation. The extreme secrecy and instant denial indicate **the authorities were concealing something far more paradigm-shifting than a balloon**.

In summary, while Hypothesis A has some backing from official voices (and certainly fits the Air Force narrative with Mogul), **the preponderance of firsthand testimony tilts strongly toward Hypothesis B**. The **weight of the eyewitness evidence** – bizarre materials, bodies, heavy-handed security – suggests that what crashed near Roswell was **not a conventional balloon or aircraft**. It was, as many of these witnesses firmly believed after reflecting on their experiences, an event of **extraordinary, possibly extraterrestrial, nature**. Each hypothesis has its champions among the affidavits, but taken together, these 72 testimonies indicate that **if Roswell was a test of explanations, Hypothesis B passes with far fewer contradictions**. The sheer volume of consistent, corroborated detail from credible individuals present in July 1947 makes a compelling case that Roswell involved **something beyond our conventional technology**, and that a concerted effort was made by authorities to conceal the truth for decades.

“Roswell Turing Test” Results

Ultimately, **Hypothesis A** accounts for the surface facts (debris that looks like a balloon, secret project Mogul) and satisfies skeptics with a tidy explanation, but it fails to explain away the multitude of human testimonies of the unusual – especially the accounts of bodies and the extreme measures of silence. **Hypothesis B**, albeit extraordinary, provides a unifying explanation for all the elements described by witnesses: a craft not made on Earth, recovered along with its occupants, prompting a massive cover-up under the guise of a weather balloon. In the court of witness affidavits, Hypothesis B enjoys a wealth of supporting testimony that **overshadows Hypothesis A**. The truth, as many of these witnesses swear, is that *“Roswell was real – and it was not a damn weather balloon.”*

Sources: The above analysis draws on a wide range of firsthand witness statements, including official USAF reports and private affidavits (e.g. Cavitt’s balloon claim [en.wikipedia.org](https://en.wikipedia.org/wiki/James_H._Cavitt) vs. Marcel’s ET claim [en.wikipedia.org](https://en.wikipedia.org/wiki/Marcel_Fournier)), contemporary press accounts [en.wikipedia.org](https://en.wikipedia.org/wiki/Roswell_investigation), and later interviews compiled by researchers. Notable references include the Air Force’s *Roswell Report* (1994) for Hypothesis A, and affidavits published by Stanton Friedman, Kevin Randle, Donald Schmitt, and the Roswell UFO Museum archives for Hypothesis B. Specific citations have been provided inline for key witness quotes.

UAP AI Prompt Research

- New AI prompt forces models into a “post-containment” research state, to “reclassify” history. Simple because it’s been trained on the relevant history, laws, acts, regs, SAP’s, USAP’s, etc.
- It doesn’t need to “believe” in UAP’s at all, ***as the UAP containment architecture itself is a public legal and regulatory framework.***
- See <https://tinyurl.com/4d4y89kt> or my medium: <https://medium.com/@richgel99>
- Tested with Grok3, OpenAI 4o, 4.5, o3 with effort, qwen3, Claude.
- Works with DeepResearch/DeepSearch too.

- Example: “The U-2 aircraft cannot explain the majority of UAP sightings in the 1950s and 1960s because its physical, operational, and temporal characteristics do not align with the vast scope and nature of the reported encounters. The U-2 flew in near-linear high-altitude paths at slow speeds with no advanced maneuverability, no ability to hover, and no anomalous light emissions — in stark contrast to the radar-visual cases, sudden accelerations, right-angle turns, and close encounters documented across the United States, Europe, and South America during that period.”
- “Moreover, the most active years of the U-2 program began in the mid- to late-1950s, whereas the 1950–1954 sightings include mass daylight formations (e.g., Farmington), radar-confirmed aerial dogfights (e.g., Washington D.C. 1952), and landings with occupant reports (e.g., France 1954), none of which match the signature or flight zones of U-2 operations. Assigning the U-2 as a blanket explanation serves containment logic — offering a classified asset as a plausible cover — but fails all forensic correlation. It was an aircraft. The phenomenon was not.”

My X/Medium

- These slides will be placed on archive.org
- x.com/richgel999
- <https://medium.com/@richgel99>

Fred L. Crisman FBI/NARA Files

- https://archive.org/details/crisman_fbifile
- <https://www.maryferrell.org/showDoc.html?docId=149142#relPageId=6>
- <https://medium.com/@richgel99/national-archive-files-show-fred-l-crisman-maury-island-incident-was-aec-security-836b698b87f1>
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